

Henry Ford Spent While in This City

Hendersonville was visited one day last week by Henry Ford, the multi-millionaire automobile manufacturer, who accompanied by Fred L. Seely, manager of Grove Park Inn, of Asheville and Mr. Ford's secretary, motored through the county enroute to Spartanburg where they spent a day.

While in the city Mr. Ford visited the headquarters of the Rhodes Automobile company, local agents for the Ford. He was driven through the Flat Rock section. On using the Jordan mill on the road from Flat Rock to East Flat Rock Mr. Ford became so much interested that he and his party stopped long enough to make a thorough inspection of the plant. The water wheel and dam face the road making an imposing picture to the traveler.

Mr. Ford is stopping in Asheville with Mrs. Ford for a rest. According to press reports in that city he is very much impressed with the mountain section of Western North Carolina and states that the scenery here compares very favorably with that of Switzerland and Italy.

TOO HEAVY FOR AN EDITOR'S JOB.

T'other day a feller come into our sanctum and said he was looking for a job as editor. All he wanted in return for the work he didn't do was one square meal a day and plenty of chewing tobacco. We told him that we had such a job open and he could just set down his editorial chair and make himself comfortable. He did just as we invited him, and in a behold the bloomin' chair collapsed precipitating the would-be editor to the floor. We picked him up and called the devil, who brought some ten penny nails and nailed the chair up again. This time, feeling sure that the chair was sufficiently safe, our new employee seated himself again, and the bloomin' chair broke twice. By this time we had come to the conclusion that our new editor was too heavy for the job and we called off all negotiations and told him we would try and get along without his services, notwithstanding the fact that had agreed to work for the consideration of only plenty of chewing tobacco all day long.

WATSON IS ACQUITTED BY FEDERAL COURT JURY.

Thomas E. Watson, author and editor, was acquitted Friday by a jury in the Federal court of the charge of sending obscene matter through the mail.

Watson's trial began last Monday. The verdict was received without demonstration by friends of the defendant. Watson shook hands with the jurors, and one of them, J. H. Koger, embraced him.

Watson was charged in an indictment containing four counts with having violated the federal penal code in sending obscene matter through the mails in publications of which he is editor. He was acquitted on all four counts. A year ago his trial on the same charge resulted in the jury disagreeing.

Nervous Women.

When the nervousness is caused by constipation, as is often the case, you will get quick relief by taking Chamberlain's Tablets. These tablets also improve the digestion. Obtainable everywhere.

True love, in a bachelor, is exemplified by his willingness to marry a woman against all his instincts. His sense of self-preservation, and his better judgment.

It still exists, here and there, like the buffalo: but in the face of eugenics, feminism, war, and the growing masculine determination not to marry it may some day have to take a place beside the dinosaurs in the public museum.

SUGGESTED LEGISLATION.

The tax on automobiles is levied in excess of the actual cost of licensing the machine because the automobile is supposed to damage very materially the roads over which it is driven. It is therefore only right and just that the automobile tax thus collected should be used for the maintenance of the roads that it is supposed to damage. At the present time a portion of the tax is supposed to be used in some way or other on the roads of the counties in which the automobilists reside, and the balance goes into the State Highway Commission. By doing this, the people of the State will be sure that his money will be used most economically and to the best advantage for the maintenance of the main highways of North Carolina. It will also enable the State Highway Commission to assure the Secretary of Agriculture of the United States that the roads built in North Carolina by Federal aid will be maintained. The State is obliged to make this assurance if it is participate in the Federal Aid road fund.

From the Federal Aid road fund North Carolina will in the next five years receive approximately \$570,000. In order to obtain this money she has to raise at least as much as appropriated by the Federal government. The State will have supervision of the location and construction of the roads built with this joint fund, this work to be done through the State Highway Commission. The Commission then must be equipped with men and supplies to enable it to carry on this work.

In addition to the supervision of this work, the State Highway Commission must be ready and able to assist all the counties and townships in their road work. To enable it to do these two things which are demanded of it, it must have an adequate appropriation, and this Commission should receive at least \$40,000 per year from the State to enable it to carry on the work that is required of it.

The expense of the maintenance of the main highways of the State will, if the automobile tax is turned over to the State Highway Commission, be borne by the State, and this will relieve the counties of this expense, and give them more money for the maintenance of other roads in the county. There should, however, be some definite action taken by the General Assembly in regard to the maintenance of our highways, and a general law should be passed that any county or township issuing bonds for the construction of roads must provide each year by special tax an amount equal to a certain per cent of the value of the bond issue, and that the money thus raised shall be used for the maintenance of the highways constructed with the bond issue.

Some legislation should be passed by the General Assembly in regard to the kind of lights that automobiles shall be permitted to use. There is no doubt but that the blinding lights now used by so many automobiles are very dangerous to travel at night on the public roads. These blinding lights that are undoubtedly responsible for many of the accidents that happen at night on the public road. Without in any way diminishing the ease and facility of night travel of the automobile, the lights can be so regulated that they will not blind the driver of the approaching automobile, and yet give sufficient light for the drivers to see where they are going even at a good rate of speed.

This question has become so serious that it is being agitated all over the country, and manufacturers of automobiles are giving it serious consideration, and many legislatures are considering legislative action regarding it.

True love, in a born flirt, is evidenced by his inability to think of any other woman while he is kissing a particular one.

REPORT OF CONDITION OF First Bank & Trust Company

HENDERSONVILLE, N. C.

At the close of Business, November 17, 1916

Resources

Loans & Discounts	\$388,995.35
Overdrafts	659.98
Premiums	1,800.00
Banking House Furniture and Fixtures	22,500.00
CASH & Due from Banks	126,428.81
TOTAL	\$540,384.14

Liabilities:

Capital Stock	\$ 75,000.00
Surplus and Undivided Profits	31,055.21
Notes & Bills Re-discounted	2,000.00
Bills Payable	81,000.00
DEPOSITS	351,328.93
TOTAL	\$540,384.14

OFFICERS:

R. C. CLARKE, President

R. H. STATON, Vice-President

P. F. PATTON, Vice President

J. MACK RHODES, Cashier

H. M. WHITFIELD, Asst. Cashier

H. A. STEPP, Teller

CHINA WELCOMES

AMERICAN MONEY.

Chinese newspapers are unanimous in welcoming American capital into China to build railroads. The announcement of the conclusion of the agreement whereby Siems and Carey, financed by the American International Corporation, are granted a contract for over two thousand miles of rail, way costing approximately one hundred million dollars gold, has been received with great enthusiasm. Neither the Chinese public nor the Chinese press has any fear that the United States has any ulterior motives.

"Since the death of President Yuan Shikai, the most important single fact in the history of China has been the signature of the Siems and Carey railway agreement," says The Peking Daily News. "It reintroduces into practical politics a principle that was in danger of being forgotten. Americans do not seek political power, influence or spheres. They seek trade and trade only, and they have now assumed that other Nations seek nothing more and really mean what they say when they pledge themselves to the maintenance of the open door and equal opportunity for all in China."

"All the powers interested have expressed their adhesion to the principle of the open door, but in spite of the lip service rendered to this doctrine there has been sneaking desire to evade its real consequences. Great Britain, more than once when non-British schemes have appeared to have ramifications that reached the Yangtze valley, has been obviously uneasy; as witness the French port of Pukoy scheme and the Japanese Hankow development project. Japan has almost openly repudiated the open door doctrine. The Japanese vetoes on the Chinchow-Aigun Railway, on the Hsinmintun-Fakumen project and on Mr. Knox's Manchurian railway neutralization proposals, all go to show that Japan has in her heart repudiated the open door dogma long ago. The Japanese demands of last year, and the corollary to them to be found in the side issues raised in connection with the Chengchiatun negotiations, only confirm them. Russian diplomacy for several years, and her latest public displays of it—the treaty with Japan and the protest against the presence of members for Outer Mongolia in the Chinese parliament—can only be interpreted in the light of a virtual repudiation of the doctrine of the open door. The Germans nearly did the same thing in Shantung previous to the outbreak of the war."

"Had the Department of State in Washington set itself to devise a test for the sincerity of the powers that have declared their adhesion to the doctrine of the open door and equal opportunity in China, it would not have devised one better than the present contract."

Practically all the Peking papers and the important Chinese papers in other large centers express satisfaction at the decision of American capital to look out for an outlet in China.

For several years but little American capital has come to China. This fact has been discouraging to Chinese who are interested in developing projects but the railway agreement has given them new hope.

THE STORY OF BLIND BILL.

John Jones is not the farmer's real name, but it answers very well. Twenty years ago he and his young wife invested their little savings in a farm and its equipment. Bill and Fanny comprised the first team of horses. Bill was a big horse, gentle, a sure puller, and never known to kick. Our tale does not concern Fanny, therefore she will not enter into it.

Jones was a good farmer and soon paid for his place. This was not accomplished, however, without a great deal of labor and perspiration, and in both the latter Bill had a large part. With a steady gait he helped to pull the cultivator up and down the long rows of corn, and on sweltering July afternoons he did his part in drawing the heavy McCormick reaper around and around the fields of ripening wheat. All this was, of course, when Bill was in his prime. Sleek, fat, strong of muscle, he was the willing servant of Farmer Jones, and without complaint performed his every bidding. And Jones, it may be said to his credit, patted Bill very frequently, and affectionately called him "Old Boy"; and Mrs. Jones, after an especially hot day, would bathe his somewhat chafed shoulders and, when no one was looking, slyly pass him an apple. Bill, of course, could make no reply yet the look of contentment in his eyes spoke an appreciation that was quite as real as if given human utterance.

The farmer and his wife and Bill grew older. There came a day when Bill could no longer pull his share, and a younger horse was put in his place on the heavy loads. The sides were no longer sleek and the head drooper very noticeably; and as if to stamp him permanently as a has-been an epidemic of pink-eye left him totally blind. And to furnish the finishing touches of decrepitude spavins appeared upon each hind leg and Bill had to limp to and from his stall.

I said that farmer Jones had grown older. He had at the same time grown wealthy and penurious. No longer did he look upon the morning's labors as a day of promise. Hired men now did the manual labor of the farm. Many flocks and herds filled the fields and pastures. New buildings took the place of the old. Jones could stand the sight of nothing old or worn-out around his premises.

Naturally the inevitable happened to Bill. The passing horse trader spied him, and offered the farmer ten dollars in cash. "Pretty good offer, I'd better take it," Jones remarked, business-like, to his wife. "Surely you're not going to sell Old Bill," Mrs. Jones expostulated. "Remember what a good old horse he was when you needed him."

Mrs. Jones had long since learned the futility of opposition to her husband's wishes. Bill was led away from the stall he had occupied so long, and delivered into the none too kind hands of the horse trader. Mrs. Jones turned into her pantry and shed a few silent tears, and almost unknowingly breathed a prayer that unknown hands would be kind to Bill. And as this former master of binder and cultivator hobbled away he turned

ed his sightless eyes toward his former home and whinnied his alarm. Perhaps the old horse knew? Let us hope not!

Poor old Bill! Poor Mrs. Jones! How many a faithful horse passes in to unkind hands and a world of indignity for no other reason than that old age with its natural consequences has arrived! Let us remember the friends who worked for us without complaint and be kind unto him.—E. V. Laughlin.

Satisfactory to Her.—Pa—"I greatly disapprove of that young Smithson, and one particular reason is his lack of industry in his calling." Daughter—"His calling? Why papa, he calls seven evenings in the week!" —Tid-Bits.

BRITISH-CASUALTIES.

British casualties in November on all fronts were 74,460 men. Of these 2,351 were officers and 72,299 enlisted men.

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